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Thus, it will be possible to ascertain which ministry causes nonfulfillment of the car loading plan. It can be determined whether the Ministry of Transportation is to blame in case the CSD fails to make available for loading the planned number of railroad cars (although there is a demand for transportation, as demonstrated by orders for cars), or whether one of the transporting ministries requests that provisions for loading be made in the plan, but does not use this transportation because of nonfulfillment of its production plan or for some other reason.

The loading plans, expressed in number of cars, are computed on the basis of the amount of freight to be transported by rail and the loading of the individual car. In other words, the relation between the amount of freight and the number of cars is an important index of the efficient use of railroad transportation. In any event, the average loading of each car is analyzed. Depending on the nature of the material transported, the draft of the plan may have to be revised in case this index shows inefficiency.

The introduction of quarterly loading plans makes it possible to compile plans not only according to category of freight, e.g., coal, gravel, timber, but also according to the transporting ministry concerned; that is, coal is transported not only by the Ministry of Fuel and Power, but also by the Ministry of the Chemical Industry and by the Ministry of Foreign Trade.

The government is emphasizing railroad car loading plans this year because the fast pace of economic development makes constantly increasing demands on transportation, in particular on railroad transportation of passengers and freight. To meet these increased demands it is necessary to make available all hidden reserves in the transportation system which can be mobilized. This can be done through a basic plan for each type of transportation, that is, a shipping plan indicating the quantity, direction, and distance of shipments of basic lots of certain kinds of material. It is a great handicap that such a plan is not yet available. It is the task of 1952 gradually to organize this plan, so that during the next year the railroads will not only know that they have to ship tens of millions of tons of coal but will also know the origin and destination of the main stream of coal shipments. The law on economic agreements and state mediation, No 99/1950, permits the railroads to request the necessary information when economic agreements are made regarding transportation.

Both past experience and the example of transportation planning in the USSR indicate that in the present stage of the development of planning methods economic agreements concerning railroad transportation on the one hand and railroad car loading plans on the other hand, should be combined.

A combination of quarterly loading plans and monthly reports of requirements for car loading will lay the groundwork for sound transportation plans. An amendment to the announcement on economic agreements in transportation is being prepared.

The transportation economists in the enterprises should request from their superiors necessary instructions and explanations of problems. Rigid planning discipline must be maintained; any operations not specified in the plan either will not be permitted or will be permitted only after a new checkup by the Ministry, and then only on condition that the necessary transportation space is available.

The most important obligations of the shipper are as follows: to utilize available loading capacity to the utmost; to space orders for cars evenly throughout the week as well as throughout the day; and to load and unload on

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Sunday and overtime if the plant works less than three shifts. If the whole economy makes the proper effort to make transportation more efficient, it will not be necessary to build thousands of new cars, and the material and industrial productive capacity released can be placed at the disposal of other branches of the economy.

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